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Class. CHANGED TO: TS S C SECRET CONTROL

DDA Memo, 4 Apr 77

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Date: 23/03/78 By: 029

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CENTRAL INTELLIGENCE GROUP  
INTELLIGENCE REPORT

COUNTRY Germany/Russian Zone

DATE:

SUBJECT Railroad Bridges

INFO. 1-21 September 1946

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DIST. 20 November 1946

ORIGIN

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This document is hereby graded to CONFIDENTIAL in accordance with the letter of 13 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008

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SUPPLEMENT

The following information is a translation of the section on bridge construction in the monthly report from the President of the Central Administration of Transportation to the Railroad Department of the Transportation Division of the SMA. The period covered by the report is 1-21 September 1946.

1. Magdeburg (Y60), Heerenkrug bridge over the Elbe

The work of securing pier No. IX could be completed without constructing the expensive sheet-piling coffer-dam which was originally planned, because the unusually low level of the water permitted lowering a reinforced concrete apron as far as the undamaged part of the foundation without a coffer-dam.

2. Wittenberge (Y69), bridge over the Elbe

The work of removing rubble was continued.

3. Hämerten (Y85), bridge over the Elbe

Cement work on pier No. IV can be begun in a few days, since cement has become available. Mounting of the steel construction will probably begin on 1 October.

4. Frankfurt/O., bridge over the Oder

Here also the shortage of cement was relieved by a plentiful delivery within the period of the report (1-21 September). The earthwork was begun after the difficult preparatory work was finished there. The demolition work on the destroyed piers and abutments was continued. Good progress has been made on the steel construction work on the parts of the superstructure which are to be used where they now are. On the other hand, the delivery of parts from Lauchhammer, i.e., from the depot at Marienfelde, for the 109 meter superstructure is causing difficulty in opening up the

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river (Stromöffnung) because of the lack of railroad cars and/or the American refusal to release the bridge parts from the depot at Marienfelde. The SMA has been requested to negotiate with the American transport administration in order to effect this release.

5. Berlin-Siemensstadt, Wernerwerk bridge

The raising (Hebungsarbeiten) has been finished, and the fitting-up is in progress. Traffic to Siemensstadt will probably begin at the end of September.

6. Berlin, southeast outer ring for freight

The work on the Teltow bridge was completed. Traffic was resumed immediately.

7. Wannsee-Potsdam, Teltow canal bridge on the Wannsee-Potsdam line

The reconstruction of the steel work has been completed.

8. Berlin-Spandau, bridge over the Havel

The work on reconstructing the abutments was continued. The two-track temporary bridge is being built in. Presumably traffic will be resumed in 6-8 weeks.

9. Leuna (D91), bridge over the Saale

Labor shortage, because of the withdrawal of workers to the Leuna Works, caused unusual delay. Requests to the Labor Office and the SMA for increase of the labor force from 33 to 150 men have been fruitless up to now.

10. Superstructures

Work on repairing war damage to the smaller superstructures could be continued only on a small scale because of continued shortage of materials and competent workers; work on winter protection of buildings important for traffic and operations was given priority. Plans for any construction costing over 30,000 RM remained at a standstill, because the SMA approval for individual budget requests could be obtained for only a small part of the construction projects.

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